

4 December 1959

MEMORANDUM FOR: Special Support Assistant to the DD/S

SUBJECT: Jet Travel

REFERENCES: a. SGTR, Para. 3.8 - Authority for Extra Fare Planes

b. Para. 7.d. - Basis for Authorizing
Extra Fare Planes

1. The other day you asked me to pull together such facts as were available concerning the utilization of jet aircraft, as opposed to piston aircraft, by our employees proceeding to and from overseas posts.

2. The problems being experienced in trying to ascertain when jet deluxe travel may be authorized arise because:

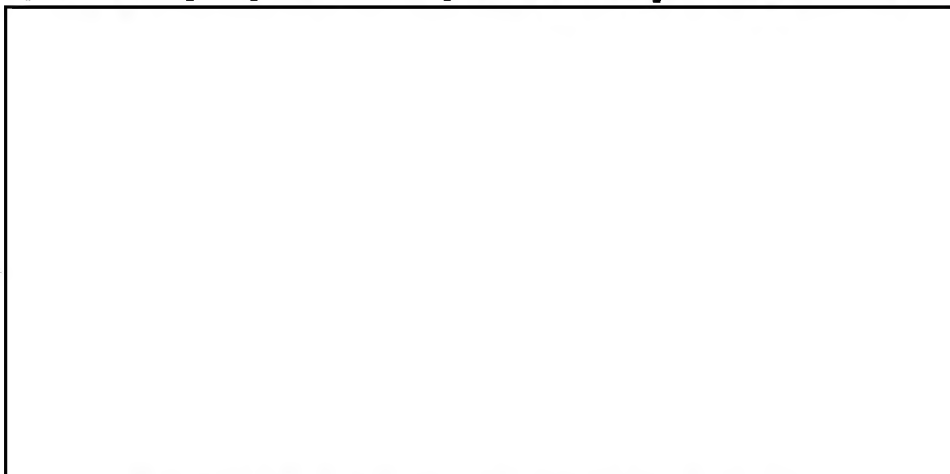
a. Standardized Government Travel Regulations (Ref. a.) and Agency Travel Regulations (Ref. b.) provide that employees use minimum first class travel accommodations, and any extra-fare accommodations must be specifically authorized based upon advantage to the Government.

b. Jet aircraft, which is fast replacing piston aircraft, have two types of accommodations: (1) Deluxe; and (2) Economy. The Deluxe fare includes a surcharge and this makes it an extra-fare plane which must be specifically justified and authorized. There are in effect no first class accommodations aboard jet airlines.

c. Since most travel orders are written at Headquarters one to three months prior to the time travel is actually begun, it is difficult to determine whether or not piston aircraft will be available, or to determine on an individual basis whether or not it is advantageous to the Government to authorize jet deluxe travel. There is also some question as to when sleeper berth costs, normally allowed on piston flights exceeding 18 hours, may be used as a basis of comparative cost in authorizing jet deluxe travel.

STATINTL

3. Following is some information obtained by representatives of the Central Processing Branch from their cleared contacts concerning the plans and prospects for replacement of piston aircraft:



PAA advises probably 1 May the \$20 surcharge on trans-Atlantic travel will be abolished, since KLM, AF, SAS, PAA, TWA, SW and SNB will all have jet planes in operation. Also, in view of the fact that several of the foreign flags will have first class jet, PAA will probably inaugurate first class jet as well as deluxe and economy jet trans-Atlantic.

STATINTL

4. The majority of travel authorized is from, to, or through the four posts listed below. The comparative fares for piston and jet travel follow:

	<u>Piston Plane</u>		<u>Jet Plane</u>	
	<u>1st class</u>	<u>Tourist</u>	<u>Deluxe</u>	<u>Economy</u>
	*\$567.00	\$362.00	\$562.00	\$319.00
	* 721.00	470.00	716.00	427.00
	* 891.00	591.00	836.40	611.00
	* 749.00	488.00	724.00	445.00

* Includes berths

You will note that in all cases jet deluxe travel is cheaper than piston first class travel where the cost of a sleeper berth, which is \$85.00, is included. However, the first class piston fare, without sleeper berth, is always cheaper than jet deluxe. Under present regulations a sleeper berth on a piston aircraft can be

authorized only in those cases where the total elapsed travel time for a trip is 18 hours or more, and there are no layovers in excess of six hours en route.

4. The Department of State normally uses deluxe jet for VIP travel; however, it has on certain occasions been authorized, when justified, for other personnel. The Department of Defense is probably the biggest user of deluxe jet because of the heavy use of the Paris flight which oftentimes is filled in the economy section, and therefore the deluxe section becomes the minimum first class fare which is and can be authorized on GTR's. ICA, USIA, and Agriculture usually authorize deluxe for VIP's only. A representative of our Finance Division talked to representatives of the Department of State Finance Office yesterday on this subject, and was advised that they have a revised regulation, now in process of publication, which will provide that jet deluxe travel may be authorized in any case where it is cheaper than the piston first class fare, using sleeper berths as a part of comparative cost, where the normal elapsed time involved is more than 18 hours.

5. It is recommended that we adopt the policy of:

a. Authorizing jet deluxe travel from and to the four points mentioned and all other points where the normal elapsed travel time for a trip exceeds 18 hours and there are no stopovers en route exceeding six hours.

b. That jet deluxe travel not be authorized on any trip where the total normal elapsed travel time is less than 18 hours, except on an individual basis as provided by [] paragraph 7.d.

STATINTL

6. The above policy is consistent with that which State Department advises they are adopting, and can be supported and justified on the basis of comparative cost. I would suggest that we check this with the DD/S and if he agrees, that we advise the various travel authorizing officers accordingly in order to clarify some of the points now in question and insure a reasonable degree of consistency in the travel orders initiated by the various authorizing officers.

[]

Assistant SSA-DD/S

STATINTL